



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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Transportation Update

April 2006

CTC Adopts 2006 State Transportation Improvement Program

At its meeting on April 27th, the California Transportation Commission adopted the 2006 STIP. Due to a continued problem with transportation funding, the CTC was forced to delay many projects. The CTC was also forced to remove some highway projects from the STIP due to a scarcity of highway funding. In Alameda County, some funding was temporarily lost on I-580 and the remaining funding was shifted one year out. This should not however significantly delay the start of the eastbound I-580 HOV project. In addition, a soundwall project on I-580 in San Leandro was delayed one year. On the positive side, funding for the I-680 Smart Carpool Lane was held in its original year, which will allow construction to begin in 2007-8. The CTC will be considering amendments to the STIP later this year in order to program approximately \$90 million in transit capital funding. The CMA will be offering a \$14 million AC Transit bus purchase as a candidate for this funding.

CMA Requests Caltrans to Conduct I-80 Operational Analysis

The I-80 corridor consistently ranks as the most congested route in the Bay Area. At its meeting in April, the CMA agreed to request Caltrans to conduct a study of operational improvements in the I-80 corridor similar to the study now being completed for I-880. These types of improvements are generally lower cost than the typical lane additions but improve the traffic flow on freeways. Improvements could include ramp

metering, selected auxiliary lanes, and interchange reconfigurations.

Funding for 2006-7 East Bay SMART Corridors Program Approved

With portions of the East Bay SMART Corridors program up and running, operations and maintenance have become a critical issue. The CMA is pursuing long-term options to fund the operations and maintenance, but these options such as a vehicle registration fee have not yet materialized. Approximately \$55,000 per month is necessary to keep the SMART corridors program operating and to provide a bare minimum maintenance for the various devices. This program supports AC Transit's Rapid Bus and provides signal preemption for emergency vehicles such as fire trucks, as well as smoothing the flow of traffic. As the number of SMART corridors increases, the O&M costs will also increase.

At its April meeting, the CMA adopted a funding program to sustain the SMART Corridors program through 2006-7. Existing funding sources together with a new commitment from the CMA provide the bulk of the needed funding. The CMA is also requesting an additional commitment from the Metropolitan Transportation Commission.

Transportation for Clean Air Fund At Risk Report Available

The Quarterly At Risk report for projects programmed with TFCA funds is available at the CMA offices or on the CMA's web site. This report indicates which projects need attention in order to meet deadlines.

Legislation

AB 2113 (Aghazarian) – This bill would declare the legislature's intent to enact legislation facilitating the movement of goods between the Port of Oakland and the Central Valley. The CMA supports this bill in concept.

AB 2873 (Wolk) – This bill would allow a county to vote to increase the sales tax by 1/4 of one percent for transit, paratransit and bicycle and pedestrian projects. The CMA supports this bill.

AB 2538 (Wolk) – This bill would stabilize the revenue stream used by transportation agencies, such as the CMA, for project planning, programming and monitoring. The CMA supports this bill.

SB 1812 (Runner) – This bill would allow Caltrans to participate in a federal pilot program, which is intended to simplify the delivery of transportation projects. The CMA supports this bill.

AB 573 (Wolk) – This bill would restrict the ability of public agencies to require indemnification in design professional contracts. The CMA opposes this bill.

AB 1974 (Walters) – This bill would allow a board of supervisors to authorize all vehicles access to carpool lanes. This bill could result in a disjointed carpool lane system. The CMA opposes this bill.

AB 2621 (Strickland) – This bill would exempt ethanol and methanol fuels from sales taxes, thereby reducing Measure B revenues. The CMA opposes this bill.

AB 1020 (Hancock) – This bill would place new requirements on travel demand modeling. Several of the provisions will be expensive or impractical to implement. The CMA is seeking amendments.

Deadlines to Note

Lifeline Transportation Program (approx. \$5 million)

Draft Program June 22, 2006
Final Program July 27, 2006

Combined Measure B Bicycle-Pedestrian Program, Regional Bicycle-Pedestrian Program & TFCA Eligible Projects (\$9 million)

Call for Projects July 2006
Deadline for Project Submittals Sept 2006
Draft Program Dec 2006
Final Program Jan 2007

Regional Transportation for Livable Communities (TLC) Program (\$18 million region-wide)

Deadline for Submittals to MTC June 23, 2006
Draft Program September 2006
Final Program October 2006

Upcoming Meetings

May	2	CMA Technical Advisory Committee
	8	CMA Administration & Legislation Committee
	8	CMA Plans & Programs Committee
	25	CMA Board Meeting
June	6	CMA Technical Advisory Committee
	7/8	CTC (Sacramento)
	9	Tri Valley Triangle Study Policy Advisory Committee
	12	CMA Administration & Legislation Committee
	12	CMA Plans & Programs Committee
	12	I-680 Smart Carpool Lane JPA
	22	CMA Board Meeting

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